

# FARMLAND CONVERSION IMPACT RATING

(24)

|  |  |   |                              |
|--|--|---|------------------------------|
| <b>PART I (To be completed by Federal Agency)</b>  |  | Date Of Land Evaluation Request <u>May 2, 2001</u>  |                              |
| Name Of Project <u>FAP 310, US 67</u>  |  | Federal Agency Involved <u>Federal Highway Admin.</u>   |                              |
| Proposed Land Use <u>Highway Right-of-Way</u>  |  | County And State <u>Morgan, Cass, Schuyler, &amp; McDonough, IL</u>                           |                              |
| <b>PART II (To be completed by SCS)</b>  |  | Date Request Received By SCS <u>5-21-01</u>   |                              |
| Does this site contain prime, unique, statewide or locally important farmland?<br>(If no, the FPPA does not apply - do not complete additional parts of this form) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |  | Acres Irrigated <u>-</u>  | Average Farm Size <u>372</u> |
| Major Crop(s) <u>Corn, Soybeans, Wheat, Hay</u>  | Farmable Land In Govt. Jurisdiction<br>Acres <u>29,633,500</u> % <u>97</u> | Amount Of Farmland At Defined In FPPA<br>Acres <u>27,695,900</u> % <u>91</u>                  |                              |
| Name Of Land Evaluation System Used <u>Illinois</u>  | Name Of Local Site Assessment System <u>State wide</u>                     | Date Land Evaluation Returned By SCS <u>5-23-01</u>   |                              |
| <b>PART III (To be completed by Federal Agency)</b>  |  | <b>Common Site Rating</b>   |                              |
|  |  | <b>Alt Site Rating</b>  | <b>Alt Site Rating</b>       |
| A. Total Acres To Be Converted Directly  |  | <u>1252</u>   | <u>778</u>                   |
| B. Total Acres To Be Converted Indirectly  |  | <u>0</u>  | <u>0</u>                     |
| C. Total Acres In Site   |  | <u>1252</u>   | <u>778</u>                   |
| <b>PART IV (To be completed by SCS) Land Evaluation Information</b>  |  | <b>Alt Site Rating</b>  |                              |
| A. Total Acres Prime And Unique Farmland   |  | <u>825</u>  | <u>348</u>                   |
| B. Total Acres Statewide And Local Important Farmland  |  | <u>196</u>  | <u>230</u>                   |
| C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted  |  | <u>0.0045</u>   | <u>0.0024</u>                |
| D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value   |  | <u>23.0</u>   | <u>20.7</u>                  |
| <b>PART V (To be completed by SCS) Land Evaluation Criterion</b>   |  | <b>Alt Site Rating</b>  |                              |
| Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)  |  | <u>103.5</u>  | <u>99</u>                    |
| <b>VI (To be completed by Federal Agency)</b>  |  | <b>Alt Site Rating</b>  |                              |
| Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))   |  | <b>Alt Site Rating</b>  | <b>Alt Site Rating</b>       |
| 1. Area In Nonurban Use  |  |   |                              |
| 2. Perimeter In Nonurban Use   |  |   |                              |
| 3. Percent Of Site Being Farmed  |  |   |                              |
| 4. Protection Provided By State And Local Government   |  |   |                              |
| 5. Distance From Urban Builtup Area  |  |   |                              |
| 6. Distance To Urban Support Services  |  |   |                              |
| 7. Size Of Present Farm Unit Compared To Average   |  |   |                              |
| 8. Creation Of Nonfarmable Farmland  |  |   |                              |
| 9. Availability Of Farm Support Services   |  |   |                              |
| 10. On-Farm Investments  |  |   |                              |
| 11. Effects Of Conversion On Farm Support Services   |  |   |                              |
| 12. Compatibility With Existing Agricultural Use   |  |   |                              |
| TOTAL SITE ASSESSMENT POINTS <u>* 150</u>  |  | <u>104</u>  | <u>99</u>                    |
| <b>PART VII (To be completed by Federal Agency)</b>  |  | <b>Alt Site Rating</b>  |                              |
| Relative Value Of Farmland (From Part VI)  |  | <u>104</u>  | <u>99</u>                    |
| Total Site Assessment (From Part VI above or a local site assessment)  |  | <u>108</u>  | <u>88</u>                    |
| TOTAL POINTS (Total of above 2 lines) <u>* 300</u>   |  | <u>212</u>  | <u>187</u>                   |
| Site Selected:   | Date Of Selection  | Was A Local Site Assessment Used?<br>Yes <input type="checkbox"/> No <input type="checkbox"/> |                              |
| Reason For Selection:  |  | <u>State Corridor</u>   |                              |

When using the state Site Assessment Corridor Factors, 150 points are assigned to the Land Evaluation (LE) portion, and 150 points are assigned to the Site Assessment (SA) portion for a maximum score of 300 points.



# Illinois Department of Transportation

Division of Highways / District 6

126 East Ash Street / Springfield, Illinois 62704-4792

May 3, 2001

U. S. Department of Agriculture  
Natural Resources Conservation Service  
1902 Fox Drive  
Champaign, IL 61820  
Attn: State Soil Scientist

RE: FAP Route 310 (US 67)  
Morgan, Cass, Schuyler, & McDonough Counties  
Jacksonville to Macomb

Dear Sir:

Please find enclosed Form AD-1006, project purpose and need, project alternatives, and summary of agricultural impacts. A duplicate package has been forwarded to the Illinois Department of Agriculture for their use in processing Form AD-1006.

The proposed improvement currently has two alternative alignments. The improvement is on common alignment from the Jacksonville Bypass to 2.3 miles west and is also on common alignment from just south of the proposed structure over the Illinois River at Beardstown to Macomb.

The two alignments are located south of the Illinois River, between Beardstown and 2.3 miles west of the Jacksonville Bypass. Alignment "E" generally follows the existing US 67 from Jacksonville to Beardstown with a northern bypass of Chapin. Alignment "A" splits from US 67 at a point roughly 2.3 miles west of the Jacksonville Bypass and generally follows Arenzville Road and the railroad tracks to Beardstown. Alignment "A" would bypass Arenzville approximately 2 miles to the west. Both alignments converge south of the Beardstown Marsh and create a western bypass of the marsh complex before they cross the Illinois River in close proximity to the existing structure. Please see enclosed maps for more detail.

The enclosed agricultural impacts are split into the three categories mentioned above and they are: common alignment, alignment "A", and alignment "E".

Please contact Greg Larson once you have received this form and he will put you in contact with the IDOT consultant on this project so they may get you access to the file that contains the soil maps overlaid with the proposed alignments.

If you have any questions, please contact Greg Larson at (217) 785-9727.

Sincerely,

Victor A. Modeer, Jr., P.E.  
District Engineer

By: William E. Martens *WEM*  
William E. Martens, P.E.  
Program Development Engineer

FWH:GVL:mab  
Enclosure



# Illinois Department of Transportation

Division of Highways / District 6

126 East Ash Street / Springfield, Illinois 62704-4792

May 3, 2001

Mr. James Hartwig  
Illinois Department of Agriculture  
Bureau of Land and Water Resources  
Office of Farmland Protection  
& Mined Land Reclamation  
State Fairgrounds, P.O. Box 19281  
Springfield, IL 62793-9281

RE: FAP Route 310 (US 67)  
Morgan, Cass, Schuyler, & McDonough Counties  
Jacksonville to Macomb

Dear Mr. Hartwig:

Please find enclosed a project purpose and need, project alternatives, and summary of agricultural impacts. Form AD-1006 has been submitted to the USDA-NRCS and should be forwarded for your use in the near future.

The proposed improvement currently has two alternative alignments. The improvement is on common alignment from the Jacksonville bypass to 2.3 miles west and is also on common alignment from just south of the proposed structure over the Illinois River at Beardstown to Macomb.

The two alignments are located south of the Illinois River, between Beardstown and 2.3 miles west of the Jacksonville Bypass. Alignment "E" generally follows the existing US 67 from Jacksonville to Beardstown with a northern bypass of Chapin. Alignment "A" splits from US 67 at a point roughly 2.3 miles west of the Jacksonville bypass and generally follows Arenzville Road and the railroad tracks to Beardstown. Alignment "A" would bypass Arenzville approximately 2 miles to the west. Both alignments converge south of the Beardstown Marsh and create a western bypass of the marsh complex before they cross the Illinois River in close proximity to the existing structure. Please see enclosed maps for more detail.

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Victor A. Modeer, Jr., P.E.  
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Enclosure

**FAP 310 (US 67)**  
**Jacksonville to Macomb, Illinois**  
**Morgan, Cass, Schuyler and McDonough Counties**  
**Federal Highway Administration Funds**

**PART VI-B****Illinois Site Assessment CORRIDOR Factors**

|  | <b>Maximum<br/>Points</b> | <b>Common<br/>Segment</b> | <b>Alt. A</b> | <b>Alt. E</b> |
|--|---------------------------|---------------------------|---------------|---------------|
| 1. Amount of Agricultural Land Required                              | 30                        | 22                        | 14            | 12            |
| 2. Location of The Proposed Alignment                                | 30                        | 12                        | 27            | 4             |
| 3. Acres of Off-Site Agricultural Land Required for Borrow Materials | 15                        | 15                        | 15            | 15            |
| 4. Acres of Prime And Important Farmland Required for Mitigation     | 15                        | 15                        | 15            | 15            |
| 5. Creation of Severed Farm Parcels                                  | 10                        | 6                         | 10            | 2             |
| 6. Creation of Uneconomical Remnants                                 | 10                        | 10                        | 0             | 6             |
| 7. Creation of Landlocked Parcels                                    | 10                        | 10                        | 0             | 6             |
| 8. Creation of Adverse Travel  | 10                        | 1                         | 10            | 9             |
| 9. Relocations of Rural Residences and Farm Buildings                | 10                        | 8                         | 6             | 10            |
| 10. Utilization of Minimum Design Standards                          | 10                        | 9                         | 9             | 9             |
| <b>TOTAL SITE ASSESSMENT CORRIDOR POINTS</b>                         | <b>150</b>                | <b>108</b>                | <b>106</b>    | <b>88</b>     |

**PART VII**

|  |            |            |            |            |
|--|------------|------------|------------|------------|
| Relative Value of Farmland             | 150        | 104        | 107        | 99         |
| Total Site Assessment CORRIDOR Factors | 150        | 108        | 106        | 88         |
| <b>TOTAL ILLINOIS LESA POINTS</b>      | <b>300</b> | <b>212</b> | <b>213</b> | <b>187</b> |

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